



		NTSB ID: CHI01LA326		Aircraft Registration Number: N12712	
		Occurrence Date: 09/27/2001		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Aurora	State MN	Zip Code 55705	Local Time 0946	Time Zone CDT	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Cessna		Model/Series 208		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On September 27, 2001, about 0946 central daylight time, a Cessna 208, N12712, piloted by an airline transport pilot, sustained substantial damage on impact with water and a dock during a hard landing on Wynne Lake, near Aurora, Minnesota. The corporate flight was operating under 14 CFR Part 91 on an IFR flight plan. Visual meteorological conditions prevailed at the time of the accident. The pilot and six passengers were uninjured. The floatplane originated its flight from Lake Minnetonka, Minnesota at 0830, and was landing on Wynne Lake at the time of the accident.</p> <p>The pilot stated:</p> <p>I lined up dogleg with the ESE Edge of the lake in order to fly close to the north shore as I touched down. Once I cleared the [obstacles] I put the ignition on, prop full, fuel on both, flaps 20 [degrees] and checked gear up, powered back to get a good rate of descent over [obstacles] so I would not eat up the length of the lake positioning to land. (smooth surface) I came off the prop (as a brake) and began my round out higher than normal as I could feel an unusually high descent rate. In a matter seconds I could tell something was wrong as I rounded out and needed more bank angle to increase my turn rate. As I flared the plane continued to descend and the left float hit the water before I was ready and it hooked the plane immediately left about 45 [degrees] and then the rt float caught and began to slide sideways until we came to rest with the plane's tail up on the shore 90 [degrees] to the lake. I shut everything off, fuel, master, etc and exited my door[.] I opened the pass cabin door and everyone jumped onto the beach, I got their golf clubs out and they went golfing[.] ... After a while of sitting there I realized the flaps never came down when I put the handle down. The c/b [circuit breaker] was popped out.</p> <p>A witness stated:</p> <p>I first saw the plane as it came in just over the trees on the eastern shore. Just as here cleared the shoreline, the plane started to drop and bank hard to the left (or south). For a short time I could not see the plane as it was blocked by the trees on the west bank. When it came back into view it was heading south and practically on the water. It seemed to come up short on the turn, kind of bounced a pontoon off the water or a dock causing the plane to rock. When it rocked back to the left it appeared to hook or dip the left wing into the water or maybe a rock point causing the plane to spin to the left and sideways. It hit the middle dock, which probably slowed it down and came to rest facing back to the east, resting in shallow water leaning to the right, propped up by the right wing. It all happened</p>					
FACTUAL REPORT - AVIATION					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: CHI01LA326	
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	Occurrence Type: Accident	
Narrative (Continued)		
<p>very fast and I can't be positive of what hit what causing what.</p> <p>A Cessna 208 information manual was reviewed. The manual stated, "A standby system can be used to operate the flaps in the event the primary system should malfunction."</p> <p>The pilots safety recommendation stated, "Possible aural or light indication that a breaker has opened the circuit."</p>		
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		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used	Runway Length	Runway Width
Runway Surface Type: Water					
Runway Surface Condition: Water--glassy					
Type Instrument Approach: NONE					
VFR Approach/Landing: Full Stop					
Aircraft Information					
Aircraft Manufacturer Cessna		Model/Series 208		Serial Number 20800308	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Amphibian					
Homebuilt Aircraft? No	Number of Seats: 10	Certified Max Gross Wt.	8360 LBS	Number of Engines: 1	
Engine Type: Turbo Prop	Engine Manufacturer: Pratt & Whitney	Model/Series: PT6-114A	Rated Power: 675 HP		
- Aircraft Inspection Information					
Type of Last Inspection Annual	Date of Last Inspection 05/01/2001	Time Since Last Inspection 60 Hours	Airframe Total Time 429 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated? No	ELT Aided in Locating Accident Site? No			
Owner/Operator Information					
Registered Aircraft Owner Aquanaut LLC		Street Address 301 Carlson Parkway			
		City Minnetonka	State MN	Zip Code 55305	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner			
		City	State	Zip Code	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Executive/Corporate					
<div style="text-align: center;">FACTUAL REPORT - AVIATION</div> <div style="text-align: right;">Page 2</div>					

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First Pilot Information																																																																																		
Name		City		State	Date of Birth	Age																																																																												
On File		On File		On File	On File	40																																																																												
Sex: M	Seat Occupied: Left	Principal Profession: Civilian Pilot			Certificate Number: On File																																																																													
Certificate(s): Airline Transport																																																																																		
Airplane Rating(s): Multi-engine Land; Single-engine Land; Single-engine Sea																																																																																		
Rotorcraft/Glider/LTA:																																																																																		
Instrument Rating(s): Airplane																																																																																		
Instructor Rating(s): Airplane Multi-engine; Airplane Single-engine; Instrument Airplane																																																																																		
Type Rating/Endorsement for Accident/Incident Aircraft? No				Current Biennial Flight Review? 09/06/2000																																																																														
Medical Cert.: Class 1		Medical Cert. Status: Valid Medical--no waivers/lim.			Date of Last Medical Exam: 05/17/2001																																																																													
<table border="1"> <tr> <th>- Flight Time Matrix</th> <th>All A/C</th> <th>This Make and Model</th> <th>Airplane Single Engine</th> <th>Airplane Multi-Engine</th> <th>Night</th> <th colspan="2">Instrument Actual Simulated</th> <th>Rotorcraft</th> <th>Glider</th> <th>Lighter Than Air</th> </tr> <tr> <td>Total Time</td> <td>5535</td> <td>400</td> <td>2190</td> <td>2600</td> <td>1360</td> <td>1400</td> <td>80</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>4845</td> <td>400</td> <td>2090</td> <td>2030</td> <td>1350</td> <td>1350</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td>1006</td> <td>15</td> <td>980</td> <td>40</td> <td>30</td> <td>100</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>75</td> <td>45</td> <td>50</td> <td>25</td> <td>5</td> <td>20</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>45</td> <td>30</td> <td>35</td> <td>15</td> <td>10</td> <td>13</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument Actual Simulated		Rotorcraft	Glider	Lighter Than Air	Total Time	5535	400	2190	2600	1360	1400	80				Pilot In Command(PIC)	4845	400	2090	2030	1350	1350					Instructor	1006	15	980	40	30	100					Last 90 Days	75	45	50	25	5	20					Last 30 Days	45	30	35	15	10	13					Last 24 Hours	0	0	0	0	0					
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Seatbelt Used? Yes		Shoulder Harness Used? Yes		Toxicology Performed? No		Second Pilot? No																																																																												
Flight Plan/Itinerary																																																																																		
Type of Flight Plan Filed: IFR																																																																																		
Departure Point		State	Airport Identifier	Departure Time	Time Zone																																																																													
Lake Minnetonka		MN		0830	CDT																																																																													
Destination		State	Airport Identifier																																																																															
Same as Accident/Incident Location																																																																																		
Type of Clearance: IFR																																																																																		
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Source of Briefing: Flight Service Station; TV/Radio Weather																																																																																		
Method of Briefing: Telephone																																																																																		

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: CHI01LA326			
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		Occurrence Type: Accident			

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
EVM	0933	CDT	1378 Ft. MSL	14 NM	270 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			200 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None			Ft. AGL	Visibility: 10 SM	Altimeter: 30.22 "Hg
Temperature: 8 °C		Dew Point: 6 °C	Wind Direction: 50		Density Altitude: Ft.
Wind Speed: 5		Gusts:	Weather Conditions at Accident Site: Visual Conditions		
Visibility (RVR): Ft.		Visibility (RVV) SM	Intensity of Precipitation:		
Restrictions to Visibility: None					
Type of Precipitation: None					

Accident Information					
Aircraft Damage:		Aircraft Fire:		Aircraft Explosion	
Classification:					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers				6	6
- TOTAL ABOARD -				7	7
Other Ground					
- GRAND TOTAL -				7	7

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National Transportation Safety Board

FACTUAL REPORT**AVIATION**

NTSB ID: CHI01LA326

Occurrence Date: 09/27/2001

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

Edward F. Malinowski

Additional Persons Participating in This Accident/Incident Investigation:

Glenn Bloomquist

Inspector

Federal Aviation Administration

6020 28th Avenue S, Room 201

Minneapolis, MN 55450